



# Memorandum

**TO:** TRANSPORTATION AND  
ENVIRONMENT COMMITTEE

**FROM:** Hans F. Larsen

**SUBJECT: BIKE PLAN 2020 IMPLEMENTATION DATE: 03-19-10**  
**PROGRESS REPORT**

Approved

Date

3/25/10

## RECOMMENDATION

Accept status report and presentation on the implementation of *Bike Plan 2020*

## BACKGROUND

On November 17, 2009, City Council unanimously approved *Bike Plan 2020*, the City's ten-year plan for becoming a world-class bicycling city. *Bike Plan 2020* establishes a vision to become a city where bicycling is safe, convenient and commonplace. To achieve this vision, *Bike Plan 2020* identifies five goals:

- Complete a 500-mile bikeway network (an interconnected network of trails and on-street bikeways)
- Increase bike mode share to 5% of all trips
- Reduce the bike collision rate by 50%
- Add 5000 bike parking spaces
- Achieve gold-level Bicycle Friendly Community designation

## ANALYSIS

This memo represents the first annual *Bike Plan 2020* progress report to the Transportation and Environment Committee. It highlights achievements to date and the status of projects and programs underway. The status of the five *Bike Plan 2020* goals listed above is also summarized graphically in Attachment 1. The report is organized and provides updates around the six main topic areas in *Bike Plan 2020*: policy; bikeway network; bike parking and support facilities; transit connections; education, encouragement and enforcement; and best practices.

### Policy Considerations

As part of the General Plan 2040, staff is recommending a number of policy actions to increase bicycle use. *Bike Plan 2020* established a goal of 5% bicycle use in ten years. However, as part of General Plan 2040, staff is analyzing the future mode shift goals and bicycle usage for the next 25 years. The draft General Plan goals and policies under discussion include a range of future bike use that varies between the 5% in *Bike Plan 2020* all the way to 15% by 2040. The final mode shift goals and policies will be determined as part of the General Plan Task Force process and ultimately reviewed and approved by City Council.

### Bikeway Network

The Department of Transportation (DOT) is actively developing 22 bikeway projects for completion in the next two years. They include 17 miscellaneous and pavement maintenance bikeway projects to be completed this year, as well as three Primary (enhanced) bikeway pilot projects and two Bike Boulevards to be completed in FY 2010/11. In addition, the Trail Program has three active projects planned to start construction in 2010.

The Department of Parks, Recreation and Neighborhood services (PRNS) has two trail projects under construction at this time and design work proceeding on 5 more projects. In 2010, PRNS anticipates construction to start on paving 6.4 miles of paved trail improvements along the existing Lower Guadalupe River interim trail and 0.6 mile of existing Hwy 237 interim bike path (north side).

All of these projects are listed in Table 1. A map of the Primary Bikeway Network is attached as Map 1.

### Bike Parking and Support Facilities

Since adoption of *Bike Plan 2020*, DOT has successfully obtained a new grant to purchase and install public bike racks. Combined with an existing grant now being implemented, DOT plans to install public bike racks accommodating 500 bicycles this year. Racks will be installed citywide in various activity centers such as shopping districts, job centers, and transit centers.

### Bikes and Transit

DOT is actively partnering with Santa Clara Valley Transportation Authority (VTA) on a Public Bike Share Pilot Project. Funded by a regional Safe Routes to Transit grant, the pilot project will likely provide 100 bikes at and around three Caltrain stations: Diridon, Mountain View, and Palo Alto. Each Caltrain station will serve as a hub where passengers arriving or departing may check out or return a bike by simply swiping a credit card at an automated station. Within two to three miles of each station hub will be located two or three pods where bikes may be checked out or returned. This pilot project will provide bike connections from downtown activity centers to the multiple public transit options at Diridon Transit Center. The pilot project is scheduled for implementation in early 2011.

### Education, Encouragement and Enforcement

The City's strong adult and child bicycle safety education programs continue their successes. Under the City's award-winning Street Smarts program, the School Safety Program reaches 23,000 elementary and middle school students annually with bicycle and pedestrian safety assemblies, helmet events and bike "rodeos". The City's adult bike education program includes free seminars, such as the successful "Get Back on Your Bike" lunch-hour session to be offered for a second year this spring during Bike to Work Week and the San Jose Cycling Classic.

In January 2010, San José received another acknowledgment of its success in nurturing bicycling: San José ranks first in the nation for providing bicycling education to children, according to the Alliance for Bicycling & Walking's *"Bicycling & Walking in the U.S. - 2010 Benchmarking Report"*.

The City's success with employee encouragement programs was recently acknowledged by the Silicon Valley Bicycle Coalition (SVBC). In 2009, the City became the first employer in Silicon Valley to receive SVBC's platinum-level *Bike Friendly Workplace* award. SVBC indicated that the City's employee bike fleet, employee bike parking, employee showers, and employee EcoPass benefits were all key features in earning the platinum level award.

The City continues to offer several public events that encourage bicycling. These include the *San Jose Cycling Classic* week of bike activities, the *Amgen Tour of California* professional bike race, the *Lance Armstrong Foundation LIVESTRONG* fundraising ride for cancer research, and *Bike to Work Week* activities.

The greater San José area is also home to a variety of bicycling organizations such as Silicon Valley Bicycle Coalition, Almaden Cycle Touring Club and San Jose Bike Club. The only velodrome (bike race track) in northern California resides in San José. Finally a growing number of informal rides and organizations take place in San Jose such as San Jose Bike Party and San Jose Fixed.

San José's Trail Manager was a paid speaker at the Urban Pathways to Livable Communities conference conducted in New Orleans, Louisiana. Conference attendees sought to learn from San José's approach and experiences related to developing one of the nation's largest urban trail networks.

### Best Practices and Benchmarking

DOT has updated its internal design guidelines to incorporate progressive bikeway treatments and best practices of the best bicycling cities in the country and world. These best practices include Bike Boulevards, route-finding signage, Bike Signals, and other treatments. In addition, DOT is developing three Innovative Bikeway Pilot Projects that include San Fernando Colored Bike Lanes, Fourth Street Cycle Track, and River Oaks Parkway Buffered Bike Lane (mountable curb). DOT has released an RFP for consultants to assist with obtaining Caltrans and Federal Highway Administration permission to experiment with these innovative treatments.

PRNS has recently installed reflectorized striping along a newly constructed segment of the Coyote Creek Trail. Lighting is typically not installed along trails due to riparian impacts. So the application of reflectorized surfaces creates a tool for San José Police to quickly find and follow trail alignments from the Aerial Unit's helicopter. Recycled asphalt has been used as foundation material for paved trails and is under review for further use.

In general San Jose is gaining recognition as a significantly improving City for bicycling. San Jose's national ranking for bicycle mode share among the largest U.S. cities has jumped dramatically from 41<sup>st</sup> in 2006, to 31<sup>st</sup> in 2007, to 15<sup>th</sup> in 2008. San Jose has also been recognized as a "bronze" level bicycle friendly city by the League of American Bicyclists (LAB). Larger American cities with higher LAB recognition levels include: Portland "Platinum"; Seattle, San Francisco, Tucson "Gold"; Minneapolis, Austin, Chicago "Silver".

### COORDINATION

This report has been coordinated with the City Attorney's Office and the Department of Parks, Recreation and Neighborhood Services.

/s/

HANS F. LARSEN

Acting Director of Transportation

For questions please contact John Brazil, Bicycle and Pedestrian Program Manager at 408-975-3206.

Attachments